



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

January 2012

Picture of the Month



Galt Airport, on a wintery day in December. Photograph by Larry Schubert.

Captain Catfish!

By Captain Eric Rehm

My wife Beth and I usually try to make it to Louisville KY over the holidays to see my family. Although Louisville is closer than California or England, where Beth's relatives are, 7 hours of driving one way (or 9 hours in bad weather) has just gotten to be too much for us.

Every year we rent an airplane but the weather usually prevents us from flying. This year Mother Nature gave us a break with perfect weather on Christmas Eve and Christmas Day. It was Beth's job to plan and fly the trip and she informed me on Christmas Eve that if we climbed up to 7,500 feet we would catch a nice tailwind on the way from DuPage (DPA) to Louisville (LOU). I was thinking it would take forever to climb that high but what the heck, tailwinds

are a good thing.

We had never flown this particular Piper Archer before but it turned out to be quite a performer. Of course it helped that the weather was cold but the aircraft made short work of the climb and we made it to Louisville 20 minutes sooner than we would have in still air.

We had a 40 knot headwind coming back, ugh, but at 4,500 feet our little Archer was indicating 120 knots which allowed us to make it back to DPA without a fuel stop and Beth topped off the trip with an excellent crosswind landing.

Overall I was really pleased with the strength of the engine as it purred happily for the 5 hours we had it in the air.

This trip got me reminiscing about an experience I had with an

Editor's Note

Exactly one year ago I wrote an article in Galt Traffic about new year's resolutions. With reckless abandonment, I vowed to fly more in 2011 and set myself a target of 20 hours. Despite the dismal success rate of new year's resolutions I was determined to beat the odds.

I hit the books early in the year, but it was April 19 before my schedule and a good weather day coincided and I started work on the flight portion of my biennial flight review (BFR) with Galt's Chief Flight Instructor, Justin Cleland.

Four days later after another flight with Justin (and several ground school sessions) I had completed level one of the FAA WINGS program and had a much coveted BFR sign off in my log book.

Since then I have completed several long overdue milestones such as my first solo flight in almost 15 years and flying my first non-pilot passenger!

Taking every opportunity to fly since April, I have unashamedly hogged the controls until I was literally too tired to fly any more! I logged a total of 30.3 hours and learned a great deal in the process.

I was surprised at how much my new year's resolution spurred me on to schedule flights and create opportunities to fly. So this year I am setting myself even more aviation goals.

I am aiming for a very ambitious 40 hours in 2012, another level in the WINGS program and a complex sign off!

Will I do it? You'll have to wait until this time next year to find out!

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Beth Rehm, Editor

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airplane that had a real serious lack of performance. What else was I supposed to do as a passenger besides watching the scenery go by?

Back in the mid 90s I was flight instructing for a living at Addison Air Training in Dallas, Texas. One of my students was ready to make his second dual cross country. I usually took my students to Tyler, Texas but this particular student, Langley, informed me he wanted to go to McGehee Catfish. He said it was a little airport that had a restaurant at the end of the landing strip whose specialty was, you guessed it, catfish.

In less than 40 hours of flying Langley had already picked up the \$100 hamburger habit. Since I had never heard of the place before, I did a little research and found that McGehee Catfish (T40) was an uncontrolled 2,450 x 55 foot, grass north-south runway located just across the Texas-Oklahoma border. As this was the pre-internet age I didn't have much more to go on as there were no pictures in the AFD but I figured it would be a good teaching experience and fun to boot so I agreed.

Langley booked his favorite Cessna 152, N49649, and we went over his preflight planning with special emphasis on landing and takeoff performance. Our cross country day dawned as most spring days in Dallas do, bright and sunny with not a cloud in the sky and temperatures in the mid 80s. With everything ready we launched for the 45 minute flight.

Right away I was not real impressed with 649er's anemic climb performance. The flight school had three C-152s all similarly equipped and they all flew pretty much the same. Today however old 649er was having a bit of trouble climbing to altitude.

I had started teaching in mid-March and hadn't seen any high temperatures yet so I shrugged off our lazy climb to the hot weather and a heavy aircraft. I figured by the time we got to T40 we would have burned



McGehee Catfish Restaurant in Marietta, OK. Photograph appropriated from the Internet.

some gas thus lightening the aircraft and making the takeoff doable. In fact once we leveled off the aircraft accelerated to its normal cruise speed.

After forty five minutes in route and a bit of searching we found the airport. We over flew it a couple of times to get the lay of the land. T40 was nestled in a shallow valley and surrounded by trees except for the South end of the field which held the restaurant. About three quarters of the way down runway 17, a road cut across the field making a kind of ski-jump as the runway sloped up to and then away from the road, kind of like a railroad crossing. The winds favored runway 17 and Langley made a nice short/soft-field landing. We stopped well before the "ski-jump" in part because the grass was pretty high and we were going uphill. Turns out there was quite a pronounced slope to the runway, much more than I garnered from the AFD. We taxied to the end of the runway where there was a little aircraft parking area, shut down and walked the 100 yards or so across the parking lot to the restaurant. I have to say as fly-in restaurants go this one was pretty cool and definitely one of a kind.

Langley bought me lunch as we sat at a table with a great view of the

Red River and yes we both had catfish. I was quite enjoying the experience but I had a nagging feeling that the takeoff was going to be dicey. After lunch Langley and I talked about our takeoff options.

The wind dictated a departure on 17 but it was significantly uphill and I was convinced we would never make rotation speed. We decided to takeoff downhill with a slight tailwind and I told Langley that I wanted to do the takeoff just in case.

As we were walking out to the aircraft Langley noticed a guy selling watermelon out of the back of his pickup truck. He mentioned that it would be neat to bring his kids back a melon from Oklahoma. After a moments deliberation I nixed that idea as I thought we didn't need any extra weight. I felt bad shooting him down but it turns out it was the best decision I made all day.

We started up and I taxied to the end of runway 35. I made sure I had every bit of usable runway in front of me, in fact I think the tail of the aircraft might have been hanging over onto the parking lot. We followed the POH and put in 10 degrees of flaps, held the brakes, added full power and off we went.

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Acceleration was depressingly slow but the considerable downhill slope helped. We hit the ski-jump with a bit of speed and briefly went airborne before dropping back down on the runway. Despite my misgivings it was a real blast and I remember Langley and I giggling as we hurtled towards the end of the runway that had trees at the end. I held 649er on the ground until we got to 55knots (Vx) and pulled back on the yoke. We were a few hundred feet from the end of the runway at this point.

The aircraft lifted off the ground and listlessly climbed to about 50 feet, we were barely over the trees now... and then it quit climbing. I couldn't believe it. I looked back at the airspeed indicator and I was holding 55 knots perfectly. I looked back

outside and we had started to descend!

We were committed at this point and luckily for us the terrain sloped down so we followed the contours of the valley in order to stay out of the trees. I knew the aircraft would climb better in a headwind but I was reluctant to trade any vertical lift in a turn so we just continued straight

110 horsepower and she needed every bit of it. The cylinder was replaced and voila, 649er was her old self again.

Looking back I don't know if I would have done anything differently. Certainly my decision to not add a watermelon was a good one otherwise I may not have been here to tell the tale.

It was a real gradual and insidious thing. I think the crack started out small and got bigger as time wore on so although I was flying the aircraft every day I didn't notice the slowly degrading performance. The engine instruments all indicated a healthy engine and it ran smoothly the entire time. It certainly became noticeable on a hot day while attempting a max performance takeoff and maybe I should have diverted to a suitable airport rather



Cessna 152, N49649 on the ramp at McKinney Airport (TKI) in Texas, currently operated by North Texas Flying Club.

ahead. Eventually we began to eke out a climb at no more than 100 feet per minute and I was able to make a 180 degree turn into the wind which picked up the climb rate a bit more. I transferred controls over to Langley and we headed home.

Once we got back I told the owner of the flight school and our mechanic that I thought 649er needed to be taken out of service. Both of them did not heed my recommendation and kept the aircraft flying.

Personally, I quit flying the aircraft and told all of my students not to fly it at least until it was looked at. It was only when another instructor couldn't climb above 300 feet and barely made it back to the airport that the owner and mechanic took us seriously.

After a brief inspection it was found that one of the cylinders had a crack in it. Poor 649er was being robbed of a good percentage of her

than try to make it all the way back to Dallas but thankfully everything turned out fine.

By the way, I did a little research before I started writing to refresh my memory and it turns out T40 is now closed although the restaurant is still operational. I guess the decision was made to close the runway after a couple of accidents, one involving a fatality. It's unfortunate as I always wanted to go back there with Beth although in an aircraft with a bit more power. I did find a YouTube video of a Cherokee landing and taking off on runway 17. You can watch it at <http://www.youtube.com/watch?v=gAkLBYtcfOM>.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.

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Are You Fit To Fly?

By Beth Rehm, Editor

Contrary to popular misconceptions, you do not have to be in absolute perfect health to pass your FAA medical exam. There are many common diseases (and many rare ones too) that when properly managed will not disqualify you from flying, including some types of diabetes, hypertension, depression and even multiple sclerosis (MS).

The emphasis here is on "properly managed." This means that the pilot must be treated for the condition with a procedure or medication that is approved by the FAA.

If you suspect you have a new medical condition you should not avoid seeing a doctor for fear of a diagnosis that would impact your FAA medical certification. The key priority for the FAA is for pilots to be healthy and untreated illnesses are not conducive to safe flying.

Even if you feel perfectly fine you should visit your doctor for annual maintenance, just like we have to for the airplanes we fly. As with airplanes, there are many human problems that show no obvious symptoms that can only be diagnosed through testing by an expert. Hypertension (high blood pressure) is one example of a medical condition that is asymptomatic.

If you are seeing your primary care physician or a specialist for treatment you should contact your AME or have your doctor get in touch with your AME to discuss treatment options. Your AME is an excellent resource to assist your physician to determine a procedure or course of treatment that is acceptable to the FAA, if there is any choice in the matter.

If you don't feel that you have that kind of trusting relationship with your AME, there are other resources you can use to determine whether you have a medical condition that could cause you to lose your medical

certificate and whether there are FAA approved treatment options.

Aircraft Owners and Pilots Association (AOPA) members have access to FAA medical information on the AOPA Online web site, including a medication database that tells you which drugs are allowed by the FAA and which ones aren't. For an additional fee, you can sign up for the AOPA Medical Services Program which offers services that can assist you with issues regarding your FAA aeromedical certificate.

Experimental Aviation Association (EAA) members can use that organization's Medical Assistance Program, which provides comprehensive information about medical issues and certification. If the online help doesn't answer your questions you can contact an EAA Pilot Advocate for more information. EAA Pilot Advocates are AMEs who are knowledgeable in aviation medical certification issues and can advise you on all kinds of issues such as which medications are okay to take. They also can assist you in the proper preparation of your FAA paperwork and even act as a liaison between the pilot and the FAA, if needed. The Pilot Advocates are volunteers and this service is provided completely free of charge to EAA members.

I used this service last year to find out if I would be allowed to fly after surgery that would fuse three cervical vertebrae with donated bone grafts and a titanium plate. I certainly couldn't legally fly prior to the surgery since I was taking a very strong muscle relaxant to relieve the muscle spasms in my neck. I had previously received both epidural steroid injections (ESI) and radio frequency lesioning to reduce the pain from the spinal stenosis (narrowing of the spinal column that causes pressure on the spinal cord) but those treatments were becoming less and less effective as was the Cyclobenzaprine.

The EAA volunteer confirmed

that my options were limited. He said there were no alternative FAA approved medications I could use to treat the condition and if I continued to take my prescribed pharmaceuticals I would not qualify for even a third class medical certificate. What was interesting though was that whether or not I could get a medical certificate after the surgery hinged entirely on what medication I required following the procedure. The bone grafts, titanium plate and potential for restriction of movement post-surgery were non-issues. Everything depended on whether I could stop taking the FAA banned drug.

I needed the surgery regardless of any FAA medical certificate considerations but I felt better knowing that the procedure would not be a barrier to flying in the future. As it turned out, I was pain free almost immediately after the operation and have not needed so much as an aspirin to treat neck pain since then. I was able to pass my third class medical exam in April.

Useful Aeromedical Resources:

Aircraft Owners and Pilots Association (AOPA) Medical Certification Center

<http://www.aopa.org/members/pic/medical/>

Experimental Aviation Association (EAA) Medical Assistance Program
<http://members.eaa.org/home/medical/>

Federal Aviation Administration (FAA) Medical Certification Information
<http://www.faa.gov/pilots/medical/>

Federal Aviation Administration (FAA) AME Medical Examiner Locator
<http://www.faa.gov/pilots/amelocator/>



A monthly report from Justin Cleland, Airport Manager, Galt Airport.

First of all, I'd just like to say "thank you" to everyone who attended this year's holiday party at Galt. It's certainly a busy time of the year for us all, and we appreciate you making the time to stop by. We hope you all had as much fun as we did!

We do have a couple of changes to report this month.

First, our website has been updated and moved to www.galtairport.com. When you have a moment, please check it out and let us know what you think. We would appreciate your thoughts and comments, as well as any ideas to help make it better or more useful for you.

We're currently working on a way to add live weather information to the home page and hope to have that up and running soon. Also, the email addresses at Galt have changed as well:

Justin Cleland –
fbo@galtairport.com
 or flightschool@galtairport.com

Brian Spiro –
Maintenance@galtairport.com

Anna Cooper –
office@galtairport.com

Finally, after yet another year of insurance premium increases, we have been forced to raise our rental rate for our flight school airplane, N4868E. Effective January 1st, 2012, the hourly rate will increase by \$4/hr to \$122/hr. We're doing everything we can to keep rental rates as low as possible, and we thank you for your understanding.

Happy New Year, and thank you for another great year at Galt!

ANNOUNCEMENTS



Some of you may remember Esther's lovely ensemble from the 2010 Galt Ugly Holiday Sweater Party!

New Young Eagles Coordinator

We are very happy to announce the appointment of Esther Medina to the position of EAA Chapter 932 Young Eagles Coordinator for 2012 (and hopefully beyond!).

Anyone who knows Esther will agree that she is the perfect person for this job. She loves aviation and she loves children and in her role as a major in the Civil Air Patrol she has already shown her dedication to inspiring young people to get involved with aviation.

Flight School News

Congratulations to Ed Pudlo for passing his Private Pilot oral exam. Unfortunately, the flight portion of the test was delayed due to the bad weather.

FIVE AEROMEDICAL DO'S AND DON'TS

DO see your primary care physician on a regular basis (i.e., annually). You are responsible for managing your own health in between FAA aeromedical exams.

DO visit your optometrist on a regular basis. Vision problems will prevent you from passing your FAA medical if not corrected and let's face it, you shouldn't be flying if you can't see properly!

DON'T wait until your current medical certificate is about to expire before you visit your AME for renewal. You should give yourself some wiggle room just in case your AME finds a problem, then you have some time to resolve it before your medical runs out.

DON'T treat your aeromedical exam as a general health check up. Your AME should not be diagnosing any previously unknown conditions during your visit. You should be fully aware of any problems you have prior to your FAA medical exam and you should arrive prepared with all the information your AME needs for the FAA paperwork.

DO give your AME advance notice of any medical conditions you will need to discuss during your aeromedical exam. You should not show up for your exam and surprise your AME with a complicated new disease they are not prepared for.



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

This month Brian wants to see if you can identify the twelve aircraft manufacturers' logos pictured to the right.

If you think you know the answer, send your best guess to Brian at Maintenance@galtairport.com (note the new email address) by January 27th. The winner will be randomly selected from all the correct answers received and will win a Galt winter hat.

Answer to the December puzzle;

Last month Brian wanted to know how long is Galt's paved runway (9/27) from end to end, including the displaced threshold (grass to grass)? The correct answer was 3336.7 feet as carefully measured by Brian and Justin. The winner was Ivan Djurin who didn't get it exactly right - but he was only off by ten feet! Ivan wins a much coveted Galt winter hat - just in time for the snow!



Check out the beautiful gingerbread artwork of Emily and Esther Medina! This amazingly realistic representation of Galt Airport is currently on display in the FBO.

If you look closely you will see how detailed it is right down to the candy cane Stearmans and the trees made of Hersheys' Kisses. I am sure you will agree that they are truly talented.

EAA Chapter 932 News

Aviation Club Looks Forward to RC Aircraft

Beginning in January, the Aviation Club and the Civil Air Patrol will be launching a joint venture where students, and some adults, will begin building radio controlled airplanes. This past month there were several meetings held in order to put together some logistics for the project. Dean Marcott has a vast array of building and RC flying experience and has agreed to help lead the project. Dean is the EAA Chapter 932 Treasurer and a member of the Chain O' Lakes Eagles RC Flying Club that has an AMA field off Pioneer Road near McHenry.

Once the students have finished building their models, we will travel to the field where the students will have an opportunity to fly their models with a certified instructor.

There are many kits out there of just about every airplane imaginable. From Cubs to P-51's, float planes to jets. Building doesn't have to be expensive either, providing you aren't looking to build a jet plane from scratch. Many of the kits cost around \$150.00.

We will begin meeting at the airport every other Saturday at 9:00am to work on the models. If you are interested in building a model aircraft below are some websites to consider;

- <http://www.towerhobbies.com/>
- <http://www.hobbyking.com/hobbyking/store/index.rc>
- <http://www.aliensaircraft.com/>
- <http://www.coleagles.com/>
- <http://www.modelaircraft.org/>

If you are interested in participating, please get in touch with me, Dan Wallis, at aviationclub@eaa932.org.

Project Thunderbird Still Grounded

We just can't seem to catch a break with the winds. Every time that we have looked at a possible launch date, the winds just aren't in our favor. We will continue to monitor the winds and when we get a good weekend, we will launch. Everything is ready, except the winds.

Next EAA 932 Meeting

The next Chapter 932 General meeting will be held in the upstairs room of the FBO on Saturday, January 14th at 10:00 a.m.

The temporary location is necessary because of a mold problem in the EAA hangar.

If you have a topic you would like to discuss during the meeting, please email your suggestion to Mike Evans at secretary@eaa932.org and he will add it to the agenda.

The agenda will be emailed to all current chapter members before the meeting.

EAA Launches Program for Adults

This spring, EAA will be launching a new aviation orientation program for adults. The Eagle Flights program is part of EAA's effort to reduce barriers to entering aviation and encourage participation.

The program, based on the enormously successful EAA Young Eagles flights for youth, will focus on one-to-one flight experiences and pathways that help adults toward discovering more about flying and eventual pilot certification.

"As we reviewed names for the program, it became evident that EAA should properly build on the success and legacy created by the Young Eagles efforts over the past two decades," said Rod Hightower, EAA president/CEO. "The EAA Eagle

Flights name evokes a strong connection to that mission of creating the next generation of aviators, yet stands alone as a unique program for adults to become engaged in aviation through participating in ways that relate best to them."

As with the 1.6 million youth flown through the Young Eagles program since 1992, EAA Eagle Flights will supply orientation flights free of charge by volunteer EAA-member pilots. Registration material, structure, and additional insurance coverage will be provided through EAA. Eagle Flights participants can be flown either in single flights or as part of larger rallies typically hosted by EAA chapters.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting - December

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: December 10, 2011

In Attendance: Bruce S., Dean M., Mike E., Beth R., Don S., Rafael G., Esther M., Dan W., Greg D., John R., George, Ron T., Dave S., Justin C., Jeff H., Walt W., Arnie & Thomas Q., John & Nina R., and Tom H.

Minutes:

Bruce called the meeting to order at 10 A.M. Bruce explained the new format - more organized, and business-like. Meeting agendas will be published ahead of time. Items may be added by contacting a board member. In fairness to all chapter members, we will only vote on items that are listed on the agenda.

Agenda Items:

1. Approval of this month's agenda. Esther motioned, Rafael seconded, all voted in favor.
2. Approval of last month's secretary's report as published in Galt Traffic. Dave motioned, Beth seconded, all voted in favor.
3. **Treasurer's report.** Accounts were moved to McHenry Savings Bank in June. Bruce suggested the treasurer's report format be changed to a monthly expense report which includes year-to-date calculations. \$500 personal donation and \$100 donation from Dusty's moved from general fund to Aviation Club account. \$40 ad revenue from Lumair Flying Club and \$25 from the Moose Lodge. Bruce asked for a motion to approve the treasurer's report with corrections. Justin motioned, Arnie seconded, all present voted in favor.
4. **President's report.** Bruce has spoken with EAA HQ about our bylaws and has determined that they should be updated. EAA HQ is reviewing and has suggestions. Bruce hopes to have suggested changes ready for approval at the January meeting.

As a charitable organization in the state of Illinois, we must file for AG990 with the Attorney General's office.

Discussion of fees and requirements. Bruce and Dean will have the forms reviewed and ready for the next meeting. Dean will file the tax return with the IRS.

Long term goals for EAA 932: Promotion of aviation in general. Bruce wants to bring a big fly-in back to Galt. Requires lots of pilots and lots of community involvement. Good for aviation, Galt, and EAA 932. Second goal: New chapter building. A few people have voiced concerns about the mold and general suitability of the building to host meetings and events. Bruce feels the building should be replaced and thinks we can do it. Funds may come from a capital campaign, donations, and income from events. Comments: Don: "Good start." Arnie suggested we get sponsorship for the fly-in. Dan has a list of businesses from which we may solicit donations.

5. Committee reports

Aviation club: Waiting on weather for the balloon launch. Winds have not been cooperating. Dean and Dan met 12/3 for the R/C club, but no kids showed up. Meeting up with CAP at Challenger Center in Woodstock on Tuesday, 12/13. Meeting 12/17 to continue the R/C club hopefully with more involvement from the kids. Dean met with Ross from CAP (aerospace education officer). CAP has a few kids around 14 that are very interested in learning to fly and build R/C airplanes. Dean requested further clarification of our vision. Do we want to open the aviation club up to kids of all ages, not just high school? If kids are to be involved in flying R/C airplanes, a free AMA membership which includes liability insurance is a good idea. We have email addresses from all Young Eagles participants which we can use to build interest.

6. Old business

Beth followed up with Jim Foersterling about the development of a new chapter logo. Arnie will follow up as well. If this logo does not materialize, Dan has a backup.

Aviation safety seminar. In light of the recent accidents in our area, we want to put together a safety seminar at Galt with the DuPage FSDO. Dan's job as a FAAST Team representative is to promote safety in aviation. Justin offered the maintenance hangar as a meeting place. Looking at February as a potential date.

Dean suggested a seminar to coincide with International Learn to Fly Day. Justin said the public tends to think aviation is dangerous and it would be nice to show the public that we take safety seriously. An introductory-level seminar on judgement, ADM, and a discussion of things pilots can do to "break the chain" would be good. Esther has volunteered to fill the role of Young Eagles Coordinator effective immediately. Thanks, Esther!

7. New business

We will meet in the FBO in January. Don has a portable PA system available for use if we end up using a larger space like the maintenance shop. Airport business - the cabin/pond area is off-limits as the bank chose not keep it on the insurance policy. Dean suggested a fly-out. Beth said we had low turnout for the breakfast club flyouts, so they are suspended during the winter months until there is more interest in the spring. Don brought a prop-pitch protractor to give away.

8. **Motion to adjourn** the meeting at 11:00 AM, seconded, passed.

Galt Traffic Classifieds



PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical

system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C).

Asking \$58,000. Contact Jeff Hill at (815) 338-3551 or by email at JeffryHill@sbcglobal.net.

T-HANGAR FOR RENT

T-hangar for rent at Galt Airport. \$300.00 per month. Heat and

electricity possible. Contact Bill Laskey at (815) 459-5084 or wlaskey@sbcglobal.net.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

CLASSIFIED ADVERTISING

One of the benefits of being a member of EAA Chapter 932 is that you may advertise your aviation-related products and services free of charge in a classified ad in this newsletter.

Email your ad content to the editor at editor@eaa932.org.



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TUESDAY \$9.75 MEDIUM PIZZA (one topping) Limit 2
WEDNESDAY \$15.99 2 SMALL PIZZAS (one topping)
THURSDAY \$25.99 2 LG PIZZAS (one topping)
FRIDAY \$5.00 OFF 2 XLG PIZZAS
SATURDAY \$29.99 2 XLG PIZZAS (one topping)
SUNDAY \$3.00 SMALL PIZZA WITH ANY XLG (small pizza-one topping) Limit 1

Monday Pizza Special Limit 4
Tuesday Thru Saturday Pizza Special: Limit 2.
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7
DAYS A WEEK

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MONDAY	Tortellini Bake7.95
TUESDAY	Cheese Ravioli with Meatballs...7.95
	All you can Eat Pizza & Pasta Buffet in our Dining Room7.95
WEDNESDAY	Lasagna with Italian Sausage ...8.95
	All you can Eat Crab Legs in our Dining Room24.95
THURSDAY	Chicken and Broccoli Linguini...7.95
FRIDAY	21 Piece Shrimp Basket6.95
	All you can Eat Fish Fry or Chicken Strips in Our Dining Room.....9.95
SATURDAY	BBQ Ribs 1/2 Slab10.95
	Full Slab15.95

Galt Airport/EAA 932 Calendar of Events

- January 14** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 - 11:00 a.m.
- February 11** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 - 11:00 a.m. Details TBD.
- March 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 - 11:00 a.m. Details TBD.

See the EAA Chapter 932 web site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

- January 7** American Flyers Fly-In/Drive-In free lunch and WINGS seminar, Dupage Airport, IL (DPA)
- January 7** Clermont County/Sporty's, OH (I69) Sporty's Saturday Hot Dog Fly-In, noon to 2 p.m.
- January 13** Free Movie Night, Aviation Heritage Center, Sheboygan Falls, WI (SBM), 6:30 - 9:30 p.m.
- January 28-29** Composite Construction Workshop, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- January 28-29** Fundamentals of Aircraft Building, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- January 28-29** Electrical Systems & Avionics, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- January 28-29** Fabric Covering Workshop, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- January 28-29** Gas Welding Workshop, Oshkosh, WI. (<http://www.sportair.com/schedule.html>)
- Mar 27-Apr 1** Sun 'n' Fun, International Fly-In and Expo, Lakeland, FL (<http://www.sun-n-fun.org>)
- May 18-20** Pinch Hitter Course, Ann Arbor, MI (ARB). Contact Rosemary Sieracki at 734-276-4181.
- May 19** International Learn to Fly Day (<http://www.learntofly.org/default.aspx>)



Come taste some of the finest microbrew beers around amid a world-class collection of aircraft at EAA Hops & Props 2012, on March 3, 2012, at the EAA AirVenture Museum in Oshkosh, Wisconsin. This annual event brings together specialty beer sampling, live music, and delicious food from Oshkosh area restaurants for one unforgettable evening. You must be at least 21 years of age to attend. Admission price includes museum entrance, a commemorative tasting glass, a professionally prepared tasting guide, and much more. Ticket sales are limited so order tickets online at <http://www.eaa.org/hops&props> or call 800-236-1025. Proceeds support EAA AirVenture Museum programs offered free to the Oshkosh community, such as Christmas in the Air and Wings on Strings.

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

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|---------------------|---|---------------------|
| 01/04/12, 8:00 p.m. | All About Magnetos (AMT credit) | Mike Busch |
| 01/11/12, 7:00 p.m. | Chapter Officer Transition - Getting off to a good start! | B. Anderson/S. Buss |
| 01/19/12, 7:00 p.m. | Emergency Bailout Procedures (WINGS credit) | Allen Silver |
| 01/27/12, 7:00 p.m. | A Chat With Air Racing Legend Bill Brennand | Jim Cunningham |
| 02/01/12, 8:00 p.m. | Deciding When to Overhaul (AMT credit) | Mike Busch |

EAA Chapter 932 Officers and Contacts

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Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS
Galt Tenant Price
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